RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. However, more of 140 T High Capacity Cranes are being inducted to replace the existing low capacity steam cranes depending upon need and availability of funds.

(b) There are a total of 79 Accident Relief Cranes on the BG system and 47 Accident Relief Cranes on the MG system.

(c) 10 Accident Relief Cranes are located in Andhra Pradesh.

(d) No, Sir.

(e) and (f) All Accident Relief Cranes on the Indian Railway system are carefully maintained with a system of regular schedules and periodical overhauls and any problems are immediately attended to. Keeping in view the key role played by Accident Relief Cranes in disaster management, Indian Railways give a lot of emphasis on proper upkeep and maintenance of these vital assets. Hence, the question of neglecting the crucial aspect of railway accident relief operations does not arise.

Construction of road over-bridges in Karnataka

250. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Karnataka Government made a proposal in 1997 for construction of two Road over-bridges between Shimoga-Holehonnur Road and Shimoga-Honnali Road at the existing level crossing, in view of the heavy traffic;

(b) if so, the details of the proposal and the views of Government in the matter;

(c) whether adequate allocation for implementation of the State's proposal has been made in the Railway Budget for 1999-2000; and

(d) if so, how much and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No firm proposal was received in 1997. However, proposal for both these

works have been received in the current year and these are under consideration.

(c) and (d) Do not arise.

EMU project

†251. SHRI RAGHAVJI: Will the Minister of RAILWAYS be pleased to state:

(a) by when the project of EMU equipped with three phase power equipments was to be completed;

(b) whether it could not be completed in time; if so, the reasons for delay and by when it is likely to materialise; and

(c) the quantum of energy to be saved annually by commissioning of this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Indian Railways had planned to manufacture 2 units AC EMUs and 3 units dual voltage EMUs at ICF during 1997-98 with 3-phase traction equipment. An order for indigenous development of such equipment was placed on BHEL in April, 1994. However, supplies against this order have not yet materialised. Another order for procurement of 100 sets of 3-phase equipment for dual voltage EMUs, on BHEL in collaboration with a foreign firm was also processed in 1996 which could not be concluded as BHEL withdrew from their earlier acceptance. Subsequently, orders had been placed in April/May, 1998 for 100 sets of 3-phase traction equipment for dual voltage EMUs. Supplies against these orders are expected to start materialising during the year 2000-2001 and will be utilised to equip 100 units completing the work during 2001-2002.

It is expected that with the introduction of 3-phase EMU technology, there will be energy saving of around 30%.

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†Original notice of the Question was received in Hindi.